

National Transportation Safety Board
Washington, DC 20594

Printed on : 3/2/2010 3:12:39 PM

Brief of Accident

Adopted 08/22/1990

ATL89FA122					
File No. 728	04/06/1989	LUTHERSVILLE, GA	Aircraft Reg No. N5458B	Time (Local): 16:00 EDT	
Make/Model:	Cessna / 182		Fatal	Serious	Minor/None
Engine Make/Model:	Continental / O-470-L		Crew 1	0	0
Aircraft Damage:	Destroyed		Pass 0	0	0
Number of Engines:	1				
Operating Certificate(s):	None				
Type of Flight Operation:	Business				
Reg. Flight Conducted Under:	Part 91: General Aviation				
Last Depart. Point: HUNTSVILLE, AL			Condition of Light: Day		
Destination: Same as Accident/Incident Location			Weather Info Src: Unknown		
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions		
			Lowest Ceiling: None		
			Visibility: 25.00 SM		
			Wind Dir/Speed: 310 / 010 Kts		
			Temperature (°C): 16		
			Precip/Obscuration:		
Pilot-in-Command	Age: 26	Flight Time (Hours)			
Certificate(s)/Rating(s)		Total All Aircraft: 900			
Private; Single-engine Land		Last 90 Days: Unk/Nr			
		Total Make/Model: Unk/Nr			
Instrument Ratings		Total Instrument Time: Unk/Nr			
None					

THE PLT MADE LONG SLOW DESCENT & OVERFLIGHT OF AIRSTRIP TO ENSURE NO ONE WAS ON RWY. HE WAS FLYING A LOOSE RIGHT ECHELONFORMATION WITH ANOTHER ACFT. AT THE END OF THE RWY THE LEAD ACFT TURNED LEFT & CLIMBED TO ENTER DOWNWIND. THE ACCIDENT ACFT TURNED RIGHT, CLIMBED, THEN TURNED LEFT TO ENTER A LEFT DOWNWIND. AS POWER WAS APPLIED THE PLT RPTED HE HAD A PROBELM, WHICH HE DID NOT SPECIFY. THE ACFT CONTINUED IN A LEFT WING DOWN, MODERATELY STEEP DESCENT TO IMPACT WITH TREES& THE GROUND. THE ACFT CAUGHT FIRE AFTER IMPACT & BURNED. PROP DAMAGE DEMONSTRATED ENGINE WAS NOT AT HIGH POWER SETTING.THE ENGINE WAS LATER RUN IN A TEST CELL AT NEAR SPECIFICATION POWER. THE SPARK PLUGS WERE SOOTED INDICATING A RICH MIXTURE. CONDITIONS WERE SUITABLE FOR LIGHT CARB ICE WITH AVGAS. THE ACFT USED AUTOGAS WHICH ALLOWS CARB ICE SOONER & AT HIGHER TEMPS. CARB HEAT WAS IN THE COLD/OFF POSITION. CARB ICE FORMED WHICH RESTRICTED AIRFLOW & RESULTED IN OVERLY RICH MIXTURE PRECLUDING POWER INCREASE. THE PLT DID NOT EXTEND FLAPS OR SLOW AIRPLANE PRIOR TO TREE IMPACT.

Brief of Accident (Continued)

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File No. 728 04/06/1989 LUTHERSVILLE, GA Aircraft Reg No. N5458B Time (Local): 16:00 EDT

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. INFORMATION UNAVAILABLE - PILOT IN COMMAND
 3. INSUFFICIENT STANDARDS/REQUIREMENTS - FAA(ORGANIZATION)
 4. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 6. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 7. OBJECT - TREE(S)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: FIRE
Phase of Operation: STANDING

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
PILOT'S FAILURE TO TAKE ACTION THAT WOULD PREVENT THE FORMATION OF CARBURETOR ICE. FOLLOWING THE ENGINE MALFUNCTION, THE PILOT DID NOT CONFIGURE THE AIRPLANE SO AS TO REDUCE THE SEVERITY OF THE IMPACT, I.E. EXTEND THE FLAPS AND SLOW THE AIRPLANE. CONTRIBUTING TO THE ACCIDENT WAS THE LACK OF A REQUIREMENT BY THE FAA FOR THE AUTOGAS STC HOLDER TO PUBLISH CARBURETOR ICING PROBABILITY INFORMATION.